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HONGKONG WEEKLY  
PRESS,  
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CHINA OVERLAND TRADE REPORTER.  
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# Hongkong Daily Press.

ESTABLISHED 1857

NO. 15,363, 號三十六百三十五萬一第 日三月初六年三十三緒光 HONGKONG, FRIDAY, JULY 12TH, 1907 五拜禮 號二十月七月七零百九千一英港香 PRICE, \$3 PER MONTH.

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9.30 a.m. to 11.00 a.m. ...Every 15 minutes.  
11.30 a.m. to 12.45 p.m. ...Every 15 minutes.  
12.45 p.m. to 1.15 p.m. ...Every 10 minutes.  
1.15 p.m. to 1.45 p.m. ...Every 15 minutes.  
1.45 p.m. to 2.15 p.m. ...Every 10 minutes.  
2.15 p.m. to 3.00 p.m. ...Every 15 minutes.  
3.00 p.m. to 6.00 p.m. ...Every 15 minutes.  
6.00 p.m. to 8.00 p.m. ...Every 10 minutes.  
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11.45 a.m. to 12.00 Noon. ...Every 15 minutes.  
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A few sample of the NEW LABEL appear  
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Correspondents must forward their news and  
articles with communications addressed to the  
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faith.

All letters for publication should be written on  
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**The Daily Press.**

HONGKONG, JULY 12TH, 1907.

WHAT a contrast Macao presents to Hongkong in the matter of taxation! It is the proud boast of Hongkong that it has reached its pinnacle of greatness among the ports of the Far East by reason of the freedom of its trade from vexatious and injurious taxation. Fifty years ago Macao might have been regarded as one of the most important centers of foreign trade in the Far East. It is now little more than of historical interest as the first foreign Colony on the China coast. Its trade has almost entirely disappeared. The governing authorities have done nothing to encourage trade, but everything to strangle it. Lisbon has regard'd Macao as a lemon to be squeezed; and to produce sufficient juice the Colony has had to be taxed to an extent which can only mean its ultimate extinction as a Portuguese Colony. The latest taxation law—it was adopted in 1887, but is only now put into force—seems to be the *coup de grâce*, and it is not surprising that the most despondent view is taken of the future by residents in the Colony. The Chinese have entered a strong protest against it. During the plague were thousands of Chinese left the Colony and the new taxation which was decreed last March, has had the effect, it is said, of keeping them away, perhaps never to return. The list of taxes embraces 201 businesses, and a few extracts from this list will not be without interest to those who have had the good fortune to live where the tax-

gatherer is not so prominent as he is at Macao. Every business is specialised. There are no fewer than nine kinds of carpenters, so that if a man who makes tea chests also makes furniture he has to pay additional taxation. Moreover, every industry is divided into three classes. There are, for instance, first-class old' men, second-class old' men and third-class old' men. Those in the first class pay a tax of \$3 a year, those in the second \$5.40, and those in the third \$7.80. The heaviest tax is on cement and brick factories, the tax ranging from \$100 to \$300 a year. Hotels, according to their class, pay \$25, \$30, and \$40 while on private boarding houses the tax ranges from \$4.80 to \$9. Apparently the Assessment Committee classifies the houses or industries as first, second, or third. A license has to be taken out within three days, and anybody who fails to comply with this requirement is liable to prosecution for defrauding the public revenue. The licensee has to be hung up in a prominent place at the entrance to the shop so that it can readily be seen. This is not obligatory on mercantile firms. In the event of failure to pay the tax quarterly in advance on the due date, the penalty for a first offence is payment of a full year's taxes in addition to the quarterly payment due, and double the cost of the stamp. In no case is the fine to exceed 20,000 reis. A repetition of the offence is met by a distress warrant.

Everybody is taxed; the dairy which supplies the baby's milk, the shop which supplies its clothes (whether new or second-hand), the shoemaker, grocer, and the baker, the fish dealer, the Chinese pen-maker (as well as the friend to Chinese illiterate humanity who writes letters at the street corner, and his near business relative the maker of Chinese "chops"); the manufacturer as well as the seller of joss-sticks, the vendor as well as the maker of candles, those who let out on hire bicycles, jinrikishas or carriages, those who build houses or decorate them or make any conceivable article wherewithal to furnish them. The Chinese doctor is also taxed, as are the dispensaries, and we might appropriately close the list with the coffin maker. One may not even escape taxation by living idly in Macao, for there is a Police Tax which apparently is levied on every individual, the amount of the tax ranging from \$6.25 a month to 35 cents a month. For this purpose the community is graded into ten classes, a classification comprehensive enough to embrace everybody from a nobleman to a dustman or a beach-comber. Macao may still have its attractions for the visitor, but it has few for the residents.

Plague total at date 167 cases, five yesterday.

Recently elected Fellows of the Royal Colonial Institute include Mr. Frederick T. Hall of Hongkong and Mr. Henry N. Ridley (Straits Settlements).

Admiral Baron Yamamoto, former Japanese Minister of Marine, has arrived in Berlin upon round of visits to the principal German gun factories and dockyards.

Yesterday morning the lifeless body of a Chinaman was found suspended from the bough of a tree in King's Park, Kowloon. The deceased has not yet been identified.

Five Chinese appeared before Mr. G. N. Orme at the Police Court yesterday on charges of returning from banishment. Each received sentence of six months' imprisonment.

Owing to unforeseen circumstances the management of the New Bandmann Opera Company is unable to play "The Bold of Mayfair" to-night, and will play instead "The Beauty of Bath."

The captain of Ko-paick, William Veigt, has received £1,750 in donations from friends and admirers. When, in three years' time, he is liberated at the age of sixty-seven, the "Morning Leader," says, fate has another joy in store for him. A rich old maid has formally offered to marry him. She also has bequeathed him £5,000 in the event of her dying before his release.

Organs are to be supplied to warships carrying chaplains. Four new cruisers are to have them at once. The organ is regarded by the Admiralty as desirable in the spiritual interests of sailors. It is thought that the organ will give a more impressive setting to the daily services on board ship than the organ, and the pipe organ of the ship's band. The sackbut and shawm may follow.

A very minor post-humous from Waterlooville, Portsmouth, sends us by post "special permission" to publish the words of "an Imperial anthem" he has composed, mentioning that it has been accepted by the King and the Colonial Premiers. These gentlemen, perhaps could not help themselves; we can; and we firmly decline to accept an anthem modelled on the metre of the "national," an anthem in which "wars" is made to rhyme with "laws" and "causes," and one in which reference is made to localities "where the fierce Tropic rains . . . reign." What on earth are "fierce Tropic rains"?

Amongst the arrivals by the *ss. Delhi* was Mr. W. M. Anderson, who will take over charge of the International Banking Corporation from Mr. C. R. Scott, who has been granted furlough.

A native entered a residence at Yau Ma Tei on Wednesday and damaged property to the extent of \$3. Then he demanded money with menaces from one of the inmates. He was arrested, and on appearing before Mr. Orme at the Police Court yesterday, was sentenced to three weeks' imprisonment and four hours' stock. Further, he was ordered to pay \$3 compensation, failing which his Worship ordered him to be imprisoned for another fourteen days.

It is stated by the *Deutsche Presse* that the Crown Prosecutor for the Second Judicial Division of Berlin, at the instance of Prince Eulenburg, decided to prosecute Maximilian Hader on a charge of "grave public libel. According to the Berlin correspondent of the *Hamburger Nachrichten*, the articles in *Die Zukunft* were of only secondary significance in the inquiry with regard to Prince Eulenburg, who had already been sent on foot before attention was directed to them.

Next Sunday is the French National Day, and to give residents of Hongkong an opportunity of witnessing the celebration at Shamian, the *ss. "Paul Beau"* has been chartered to make a special trip. The vessel will leave Hongkong on Saturday the 13th inst. at 11 p.m. from the Winglock Street Wharf and will arrive in Canton at 8 a.m. Sunday, and leave again for Hongkong about midnight. The project, which is organised at the request of the Committee of the Fete at Shamian, gives residents in Hongkong an opportunity of visiting the Chinese City, and also to take part in the afternoon festivities as well as to see the display of fireworks in the evening in front of the French concession.

The Pope last month received 140 seamen and several officers from the "Prince of Wales" battleship. The Pontiff expressed pleasure in seeing so many stalwart men who were serving their country, and gave his hand to each to be kissed. His Holiness afterwards imparted the Apostolic blessing. Later the Pope received another contingent of British seamen, the party consisting of 10 men, with several officers, from the "Irisable" battleship. The Pontiff was most affable, giving each man his hand to kiss, and, after a few words of welcome, presenting each with a medal as memento of the occasion. Afterwards the seamen dined together as the guests of the Pope. The toasts of "King Edward," "King Victor Emmanuel," and "The Pope" were honoured.

A special dispatch to the "San Francisco Chronicle," dated San Diego, Jan 10 says:—San Francisco is not to have the honor of alone being the cause of war with Japan. San Diego is going to take her share of the trouble, as doubtless another international incident will be made out of the race war now in progress in and around the town of Brawley, in the Imperial valley. The war is not between Japanese and American, but between Japanese and the other laborers in the valley, all of whom are Indians and Mexicans. The latter claim that the Japanese have come in and are offering to do work for a much lower figure than has been paid to the others. They do not propose to permit themselves to be run out of the country and out of the work and are the second avenging to drive the Japanese out. The constable at Brawley has sent word to the Sheriff's office that the trouble is likely to become serious and deputies have been sent out.

The price of silver has rallied chiefly, it is understood, on purchases for China account, the demand for India at the moment being less pronounced; but in connexion with the future of the market, the "Statist" remarks: It is probable that the Indian Government will continue to purchase silver as opportunity offers throughout the coming summer in order that the stock of silver in the currency reserve at the beginning of the active trade season may be large enough to prevent any undue reduction during the period of heavy currency requirements. It is interesting to note that the stock of coined silver in the currency reserve, which at the beginning of February 1906 stood at 7.2 lacs, and which in August last rose to 2,197 lacs, was reduced in April to 1,355 lacs, and still stands at only 1,534 lacs. In the next two months an addition of something like 600 lacs will occur. A portion of this will doubtless come from internal circulation, but a considerable amount is likely to be secured through purchases of silver in the London market.

The "Figaro," in a telegram from St. Petersburg, says:—"The text of the Franco-Japanese agreement will be fairly brief. France and Japan will state that, being desirous of extending and strengthening their mutual relations, they have examined their interests in the Far East, where the two Powers exercise influence under different forms: sovereignty in Indo-China, occupation of Kwangtung by France, and of Port Arthur by Japan, and the Protectorate in Korea. The two Governments are in agreement as to the recognition of the independence and the integrity of China, the surest guarantee of their interests. They will recognise this principle, which is of nature to strengthen the internal peace and security of the Chinese Empire, so necessary to all European interests. Consequently France and Japan guarantee their territorial *status quo* on the continent. "The question of a commercial arrangement has not been solved by the agreement, but the two Governments have looked with favour upon the proposal, and in the meantime they have conceded to each other the most favoured nation treatment for Japan in Indo-China, and for French subjects in Japan."

A very minor post-humous from Waterlooville, Portsmouth, sends us by post "special permission" to publish the words of "an Imperial anthem" he has composed, mentioning that it has been accepted by the King and the Colonial Premiers. These gentlemen, perhaps could not help themselves; we can; and we firmly decline to accept an anthem modelled on the metre of the "national," an anthem in which "wars" is made to rhyme with "laws" and "causes," and one in which reference is made to localities "where the fierce Tropic rains . . . reign." What on earth are "fierce Tropic rains"?

The U.S. anti-Japanese immigration law will be enforced vigorously despite the movement in Japan to open out a channel of differences. Commissioner of Immigration Sargent has made arrangements to have inspectors placed at frequent intervals along the Canadian and Mexican lines in order to prevent attempts to smuggle Japanese labourers into the States. The inspectors will guard every railway, wagon load, and trail crossing the boundaries. Fully 500 Japanese coolies are now trying to get in by way of the Mexican border, and the Commissioner of Immigration has received information that 30,000 more are on route to Canada to break into this country. The authorities believe that they are confronted by a far more serious problem than was involved in enforcing the Chinese exclusion law. The Japanese are admittedly keener and more resourceful than Chinamen, and it will be no easy matter to keep them out. The long border on the south and north offers innumerable opportunities for smuggling forbidden persons and objects, and it is an impossibility to provide an inspector for every entrance of admission. The Commissioner has authority to employ as much help as he requires, and will not be handicapped by an insufficient force.

The Russo-Japanese agreement, setting forth the conditions for the reciprocal working of the Chinese Eastern and South Manchurian railways by Russia and Japan, was signed at the Foreign Office at St. Petersburg on June 13th here this afternoon by M. Isvolsky, the Minister for Foreign Affairs, and Mr. Motono, the Japanese Minister. The protocol regarding the common station at Kwantung-teh was also signed. At a meeting of the Budget Committee of the Duma, M. Isvolsky gave explanations regarding the establishment of Consulates general in Manchuria. He said that the Portsmouth Treaty had been regarded originally as a temporary truce. This view had now changed into a firm belief in the stability of peaceful relations between Russia and Japan. Peace was not threatened. Commercial conventions had been obtained, and though more serious ententes had not yet been effected, their conclusion was not beyond the range of possibility. The same trend was noticeable as regards France and Japan. M. Isvolsky added that he did not want to keep questions of foreign policy secret; on the contrary, he would shortly publish all the treaties of the last few years. The Minister's statement produced an excellent impression on the committee, and his explanations are regarded as a Foreign Office pronouncement.

A recently issued circular letter states that the position of symmetrical instructors having been under consideration, the Admiralty have decided that in future symmetrical instructors will be designated as physical instructors, in order to remove the present impediment to such instructors becoming warrant officers. A physical training instructor who at present is allowed to hold the non-substantive rating of trained man (or qualified gunner) only will be allowed to qualify as seaman gunner or seaman torpedo man, but in virtue of such qualification he is not to receive the pay of the seaman gunner or seaman torpedo man rating. The qualification for warrant rank laid down in the King's Regulations of one year's service in the actual performance of the duties of the seaman gunner or seaman torpedo man rating is to be dispensed with in the case of physical training instructors, one year's service as physical training instructor first class being required in lieu. In all other respects candidates for physical training instructors must fulfil the qualifications for warrant rank as laid down in the Regulations. Another circular letter of more recent date notifies that, with a view of obtaining a good standard of physique in men selected to qualify as physical training instructors, it has been decided that in future candidates for this rating are, as far as possible, to confirm the following standard:—Height 5ft. 5in., chest not less than 33in. No one below this standard is to be selected unless he is specially chosen for manner and power of command.

A general feeling of satisfaction prevails in Berlin, that the Emperor William has not shrank from publishing his presence in the *National-Zeitung*, bitterly deplored by the persons with whose names the grossest scandals have been associated, and the action of the Crown Prince in bringing the allegation to the notice of his Imperial father is regarded as affording ground for special congratulation.

This evidence of a common purpose and harmony of views on the part of the Emperor and his eldest son is further held to warrant the expectation that a process of political convalescence is in progress.

Satisfaction, however, is tempered by the reflections of those journals which, like the *National-Zeitung*, bitterly deplore that the *camarilla* owes its downfall not to its political activity, but to the alleged moral depravity of certain of its members.

For more than a dozen years the pernicious influence of a few powerful but irresponsible individuals has been in the ascendancy, and successively Chancellors have had to contend with more or less success against their intrigues, but the power of the *camarilla* remained unbroken until the allegation of scandals.

It is added, of which the unbridled machinations of the *camarilla* furnish such striking proof, can only be remedied by the conscious effort of the Reichstag and of the Prussian Diet to support the Imperial Chancellor whenever his authority is menaced, since the Chancellor is not a Court official, but the constitutional director of Imperial policy, for which he is responsible.

Dr. Christian, a well-known American physician, is bringing himself into prominence by the services and originally with which he is advocating the theory of the survival of the fittest and marriage reform. He says: "If mother would be willing to have their children quietly put to sleep for ever when they are very young and show signs of deformity or degeneracy, the world would be better. Of course, that could not be unless women could be educated up to the fact that it would be the kindest way to end a life which will be of no use to itself or to anyone else. If I myself had a little child born, and it was deformed, or showed that it would be mentally weak, then I would be willing that it should be put to death, with no fussing, and it would be a prudent thing to do, because it would save it from untold suffering later. This may seem harsh, but it is really not."

Dr. Christian dedicates himself in favour of State regulation of marriages through a board of overseers. Otherwise, he predicts that American will in time be chiefly idiots and imbeciles. The board of overseers, he says, should understand thoroughly physiology, psychology, and sociology. They could have lists of people in the State, and so far as possible, of their ancestry. They could then decide certain periods of time in which to make inquiries before deciding whether the people were fit to marry. Dr. Christian says that the process of regulating marriage is very great in America because nowhere are there more and more diverse. He believes that the English custom of limiting marriage to the daytime would be useful. Hotel chaperones and others in America who are willing to marry young couples at midnight without injury are, he considers, fostering conditions which make a mockery of the matrimonial state.

## TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

## THE AMERICAN PACIFIC FLEET.

TOKYO, July 11th.

"The New York Herald" advocates the passage of the American battleships to the Pacific via the Suez Canal, and that they at the same time make a friendly visit to Japanese ports. It cites the fact that when the Anglo-German relations were strained the British Mediterranean squadron was transferred to the Channel and the North Sea squadron was

## SUPREME COURT.

Thursday, July 11th.

IN SUMMARY JURISDICTION.

BEFORE MR. A. G. WISE (PUISE JUDGE).

WRIT WITHDRAWN.

An action was brought by the Shang Lee firm against Chau Chun Lum and Lam Woon Tong, partners in the Hongkong ship for \$24 goods and delivered. Mr. Otto Kong Sing appeared for the plaintiff and Mr. O. D. Thomson for the defendants.

From evidence it appeared that plaintiff lived at Pakhoi and brought the action under the shopname. Mr. Thomson contended that a shop could not sue.

His Honour—Hag me to make an order for defendants to file a counter-claim for \$240.

Mr. Thomson—Plaintiff has admittedly given a wrong address. One would think he was carrying on business at Yau Ma Tei.

Mr. Otto Kong Sing—My instructions were that the men were living in the Colony. The goods were delivered in Hongkong. I would ask leave to amend the writ. The case ought to be decided on its merits. Defendants offered \$250 to withdraw the action.

His Honour—I shall allow you to withdraw the writ with leave to issue a fresh one, and I shall issue the order for security. Plaintiff must pay the costs of the present action.

H. &amp; S. BANK DIVIDEND.

We are officially authorised to state that, subject to audit, the Directors of the Hongkong and Shanghai Banking Corporation will recommend at the forthcoming meeting a dividend of £1.15s. per share, add to the Reserve Fund \$750,000, and carry forward about \$8,800,000.

BANDMANN OPERA COMPANY.

"Through considerably delayed, the visit of the Bandmann Opera Company was none the less welcome, and old favourites, coming with new productions to Hongkong, are certain to attract the many who appreciate excellent entertainment to the Thalia Royal. Their present stay is limited to two days, there can be little doubt that the Opera Company will secure a gratifying measure of public support.

The San Francisco Chamber of Commerce has passed a resolution in reply to that from the Japanese Chambers to the effect that the chambers of both countries ought to co-operate for the maintenance of peace and trade relations.

[REUTER'S SERVICE.]

HAMBURG.  
(FROM OUR CORRESPONDENT.)

June 11th.

LABOUR OUTLOOK

The strike movement amongst sailors and other sea-borne men continues to extend in the ports of Europe and America. The Clyde has followed the Mersey and in the chief French ports a complete deadlock seems to prevail, the officers having made common cause with the men. So far the principal steamer lines here and in Bremen have experienced no difficulty in obtaining full complements of men from England and there has therefore been no delay in the regular departures of their vessels, but it cannot be denied that the action of the unions is causing serious inconvenience to trade in general and may, if persisted in, affect it permanently. Nevertheless the commercial community seems determined to stand by the shipowners in the trial of strength forced upon them by the men or rather by their leaders.

COLONIAL EDUCATION.

Colonial Director Durbar is apparently not the man to allow grass to grow under his foot. He was here last week for the purpose of inspecting the different institutions of the state for the study of matters connected with the colonies and other tropic and sub-tropic countries and the development of foreign trade. It is said that he was much pleased with what he saw and that his visit is likely to result in the foundation of a colonial college of which the existing institutions will form the basis. This may prove the first step towards the realization of the wish of so many Hamburgers to see either a regular university after the pattern of those in other parts of the country or a commercial and technical college established in this town. I have entered into the subject more fully in some of my previous letters and it may be remembered that about twelve months ago I mentioned that a fund of 33 million Marks had already been contributed by wealthy Hamburgers at home and abroad for educational purposes. This fund which is steadily growing has lately been vested in a committee under the supervision of the state and a set of rules been drawn up for guidance. The committee is to consist of no less than fifteen members, two of whom must belong to the government board of education, the president of the latter being ex officio chairman. The fund will be known under the name of the "Hamburger Wissenschaftliche Stiftung" its object being the cultivation and diffusion of scientific knowledge. The present capital as well as future contributions shall, unless otherwise directed by the donors, be invested in stock of undoubted security and shall not be touched except under circumstances which will be stated later, on the interest only to be used in furtherance of the object of the fund. It is proposed that whilst awaiting further development the available money shall be applied:

(a) for the remuneration of men of note in science and literature who may be invited to deliver lectures or a course of such in this city on subjects relating either to special professions or to matters of general interest from an educational point of view.

(b) to research work, prize competitions and the editing and publishing of scientific writings;

(c) assisting scientific expeditions of exploration and discovery.

No contributions shall be made to already existing scientific institutions or to such others the maintenance of which should by rights be borne by the state.

Should the fund accumulate to an extent which with or without aid from the state would seem sufficient for the endowment of a university on a broad basis—by which term high schools for special professi as such as medical or commercial colleges, theological seminaries &c. are excluded from consideration—the committee shall be at liberty to use part or the whole of the fund for such a purpose, on condition however that the institution be under the government of its own members subject only to the control of the senate. The appointment of professors and lecturers shall be made without regard to their religious or political opinions.

The plan of studies shall be arranged in a manner to permit commercial men of a sufficiently advanced education to take part in them.

The scheme seems to meet with the approval of the public for in response to an appeal of the committee for further funds, contributions are coming in on quite a liberal scale.

NOTHING SAVAGE.

The British journalists who have during their visit to Germany met with a most hearty reception not only at the hands of the authorities but by the public as well. Bremen, Hamburg, Berlin, Dresden, Munich, Frankfurt, and Cologne have vied with each other in doing them honour and the emperor himself has found an opportunity of meeting them and conversing with some of the more prominent members of their body. It is thought by some that the thing has been overdone, considering the unfriendly spirit in which it is commented upon by several of the leading London papers, who did not take part in the trip; and it must be admitted that the exchange of assurances of mutual esteem and good feeling in highbrow addresses and audience speeches must not be taken too literally and cannot at once allay the sense of irritation that for some years past existed between the two nations but the power of the press is sufficiently great, in both countries, to produce, if exercised in that direction, a gradual change of feeling, and it is to be hoped that the more the different classes of the two people come into contact the better they will learn to understand each other to appreciate each other's good qualities.

Our comprehension of the French and German eastern fleets were in like manner composed exclusively of cruisers, destroyers, and smaller vessels.

Mr. E. Robertson.—"There is no battlehip in the Chinese Squadron at the present time; and except the 'Redoubt,' a third-class battleship of the French navy, launched in 1876, in commission at Saigon, and two armoured coast defence ships of the United States navy in reserve in the Philippines, the ships composing the French, American, and German squadrons in the eastern seas of the classes referred to in the question.

THE BIRTHDAY SCENE.

According to a statement in one of our local papers the struggle for existence is having a most unfavourable effect

on the number of marriages and consequently on the birth rate in Europe, principally in large towns. The latest statistical returns show a marked reduction in the number of births for, with the exception of Dublin and Copenhagen, the percentage in 1906 remains below the average of the last five years. In 1906 the proportion of births to every 1000 inhabitants was in Brussels 18.5 in Paris 18.3, in Berlin 24.9 and in London 26.7, the Brussels and Paris figures being the lowest on record. The decrease in the average number of a family compared with previous years is pretty considerable: in London it amounts to 16.4 per cent., in the Hague to 26.4 per cent., in Hamburg to 26.2 per cent., in Paris to 27.5 per cent. in Berlin to 32.9 per cent., and in Copenhagen to 29.9 per cent. It is however, reassuring to note that the death rate in 1906 has also declined, it is 23 per cent. lower in London, 22 per cent. lower in Brussels, 13 per cent. lower in Rome, and 16 per cent. lower in St. Petersburg than the average of the previous five years.

EXTRACTS OF PARLIAMENT.

THE CONSULAR SERVICE.

Mr. Alden asked the President of the Board of Trade if he could furnish the House with information as to the instructions issued to the Consular service by the Foreign Office; whether a merchant in the United Kingdom applying for assistance to a British Consul on the Continent is referred to the Board of Trade instead of being communicated with direct; if so, whether he could give any reasons for issuing such an instruction; and whether he had, in drawing up these instructions, taken into account the success of the Consular service of the United States.

Mr. Runciman, who answered the question on behalf of Sir E. Grey (Northumberland, Berwick), said—The answer to the second part of the question is in the negative. It is desirable that British traders should, before addressing inquiries to his Majesty's Consular officers, ascertain from the Commercial Intelligence Branch of the Board of Trade whether the information is available there. Consular officers supply this branch with information in order that it may be generally and quickly available.

When a Consular officer receives a direct inquiry from a British merchant he forwards his reply through this branch, which transmits it to its destination after taking note of its contents for the benefit of British trade in general. The arrangement has been in force for some years. We are always ready to profit by the instructions of other countries.

Mr. Alden asked whether the hon. gentleman had taken into account the complaints of many merchants that this method did not facilitate the direct communication of complaints.

Mr. Runciman said—Yes, that fact was taken into account, and, after consideration of the circumstances, this arrangement of many merchants that this method did not facilitate the direct communication of complaints.

THE MIKADO.

Mr. Trevelyan (York, W.R.) asked the Secretary of State for the Home Department whether the Lord Chamberlain had yet taken any steps to withdraw his prohibition of the production of *The Mikado*.

Mr. Gladstone.—The Lord Chamberlain has the matter under his consideration at the time.

Mr. Trevelyan asked whether the right hon. gentleman would be able to give a definite answer as to what the action of the Lord Chamberlain would be.

Mr. Gladstone.—Perhaps my hon. friend will put the question again next week.

Mr. G. D. F. Bar (York) asked whether, having regard to the serious loss and inconvenience that was being suffered by innocent parties all over the country, the right hon. gentleman would represent to the Lord Chamberlain the desirability of making haste in the matter.

Mr. Gladstone.—No doubt, the Lord Chamberlain is losing no time. (Laughter.) I will certainly confer with him on the subject. My hon. friend may assume that action will be taken as soon as possible.

Mr. Gladstone.—The Lord Chamberlain has the matter under his consideration at the time.

(a) for the remuneration of men of note in science and literature who may be invited to deliver lectures or a course of such in this city on subjects relating either to special professions or to matters of general interest from an educational point of view;

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THE BIRTHDAY SCENE.

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FUNNELS AND FLAGS.

CONDENMED BUT STILL IN SERVICE.

A vessel twice condemned during the past year has left the Thames for the Pacific Coast. As the "S. con," laden with cement and bound from Stettin for San Francisco, the vessel stranded near the Lizard, but was pulled off by three tugs and taken to Naples for repairs. She was posted in the "Loss book" at Lloyd's. She was condemned, and again posted in the "Loss book," but has since sailed for the Thames under the name of the "Thiers," and has loading for Astoria.

NORWEGIAN BARK ABANDONED.

Starving and with no prospect of reaching their destination, the crew of the Norwegian bark "Alexandra," abandoned their vessel at noon May 31st, according to a telegram received at the Merchants' Exchange San Francisco. The first mate and part of the crew have arrived at Guayaquil, Ecuador, who the news was sent to London concerning their affair. The men left the "Alexandra" in latitudes one degree south, longitude not reported, when the vessel was 151 days out from Newcastle, Australia, for Ansous on the Isthmus of Panama, with a cargo of coal.

Captain Petersen of the "Alexandra" gave orders for the abandonment of the vessel when she was still far to the southward and westward of her destination. At that time the provisions had practically given out, and the water supply was dependent upon the rains, which had not been copious. The "Alexandra" had already consumed two months' more time than usual on the passage to Ansous and the provisions were exceedingly low. Captain Petersen and some of the men got off in one of the boats, and the first mate and the other took another boat. The latter were first to reach the mainland, reaching Guayaquil. The captain and the others are expected to be heard from soon. They are in the path of the steamer-lying between South America and Panama.

The "Alexandra" was built in 1874 and was first known as the "Hollie." Later the vessel was renamed "airabug," and still later became the "Alexandra."

P. & O. BUILDING.

The P. & O. Company, having got their mail contract renewed, have placed an order for a large mail and passenger steamer with Messrs. Caird and Co. of Glasgow. This is an odd and will be put to a quite unusual affair which is unusual, for until quite lately it has been a good many years since a P. & O. boat was not under construction at Messrs. Caird's. Indeed, it used to be a common remark in shipbuilding circles that when this firm wanted to begin work on a new vessel there was never any trouble, because they could quite safely lay down the head of another P. & O. liner. This statement is not strictly true. It is merely a method of describing the long and honourable business relationship which has existed for many years between the P. & O. Company and the Caird firm.

EMPLOYERS' LIABILITY.

The app each of July 1, on which date shipowners become liable for accidents to seamen, caused some inquiry as to the terms on which underwriters would cover the risks. No doubt the majority of shipowners wish to get their liability covered in the mutual clubs, in which the actual cost will be ascertained by experience. As far as the leading underwriters are concerned they show marked reluctance to have anything to do with this compensation business if participation can possibly be avoided. In any event, they want, an adequate premium. The experience of the accident companies is a workers' compensation business has been costly, and it has taken several years to get premiums up to a level which leaves a profit; on the whole, there has since 1897 been much money lost over the insurance of compensation risks. Whenever a new class of employee has come in for compensation, the original estimates of cost have almost always proved to be too low. Even if the right to compensation does not actually increase the number of accidents arising through carelessness, it certainly largely increases the number of accidents certified, and so falsifies calculations based on earlier data.

INDO-CHINA STEAM NAVIGATION COMPANY.

The report for the year 1906 states that the adverse conditions of trade mentioned in the last report unfortunately continued in an aggravated form during 1906 and the superabundance of tonnage on the coast caused low rates of freight throughout the year, the relief by homewards clearances being slow in reducing competition. There has since, however, been considerable reduction in shipping by diversion elsewhere, and a return to more normal conditions is now taking place, which it did when over supply after the China-Japan war in 1895 required time for dispersion. A typhoon of exceptional violence swept over Hongkong in September, causing extensive damage to shipping and property, but the steamers of the company fortunately escaped with but little injury; indeed during the year no serious casualty has occurred, and the underwriting account has the substantial balance of £27,000 at its credit. The directors, notwithstanding the difficulties of the year, have again allocated a very large sum to the depreciation of the £173,833 which has been provided by the owners from exchange and undiverting accounts, and from the general reserve fund. In fact, after meeting all expenses for the year, there remains a balance of £16,002, out of which the directors recommended a dividend of 24 per cent., carrying forward £3,635. The "Loong Wo," a steamer constructed by the Hongkong and Whampoa Dock Company for the company's Yang-tze service, has been added to the fleet, and since the closing of the accounts for the year 1905 the small steamer "Columbia" has been sold.

GERMAN COMMISSION.

Relations between Dutch and German steamship companies appear to be a good deal strained. The Netherlands South American Line, which trades between Amsterdam and River Plate ports, has experienced such effective competition from the Germans as to evoke a good deal of patriotic feeling. This, in turn, has led to the formation of a National Steamship Company, in which the leading Amsterdam lines and the Dutch Trading Company are interesting themselves. The South American Line approached the Dutch Government with a view to obtaining a subsidy, and it is reported that since then the German companies have opened up a fairly profitable service between Rotterdam and the Plate with a view, so it is said, of still further threatening the Dutch enterprise.

In reply to Mr. Rose, Mr. M. Roberts (Dundee) said:—Under present arrangements the guncboats "Redbreast" and "Apwing" and the special service vessel "Sphinx" are held off for special service in Indian waters, and the principal duty is to be made by other ships of the East India Squadron from time to time. At present the "Sphinx" and "Apwing" are in the Persian Gulf.

Mr. Rose asked the Secretary to the Admiralty whether any battlehip was included in the China Squadron at the present time, and whether the American, French, and German eastern fleets were in like manner composed exclusively of cruisers, destroyers, and smaller vessels.

Mr. E. Robertson.—"There is no battlehip in the Chinese Squadron at the present time; and except the 'Redoubt,' a third-class battleship of the French navy, launched in 1876, in commission at Saigon, and two armoured coast defence ships of the United States navy in reserve in the Philippines, the ships composing the French, American, and German squadrons in the eastern seas of the classes referred to in the question.

FLEET DISTRIBUTION.

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THE BIRTHDAY SCENE.

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on fast steamers. At present the line holds the Atlantic record, and its impression is that the new boat will help it to retain it, notwithstanding the competition of the new Cunarders.

ROYAL COMMISSION ON SHIPPING RINGS.

On June 11th, at Winchester-house, St. James's-square, London the Royal Commission on Shipping Rings resumed its sittings, under the presidency of Mr. Arthur Cohen, K.C. Mr. J. B. Savens, of Glasgow, who spoke on behalf of the Chamber of Commerce and manufacturers in that city, stated that on January 28th of this year, at a special and representative meeting of the chamber, the following resolution was carried by 80 votes to 34:—"

"That this meeting is of opinion that the system of shipping rings, carried as it is by means of deferred rebates, is detrimental to general trade, leads to preference in the matter of freights and of contracts to foreign countries, and requires remedy by suitable legislation."

A special committee appointed later confirmed this view.

The witness said that it was obvious that the elaborate arrangement made by shipping rings with shippers and the whole basis of the deferred rebate system were directed towards depriving shippers of freedom of control, and that, therefore, legislation was wanted to re-establish freedom of trade. As the matter stood, if a shipper were outside the ring in respect of the shipment of ten tons of goods, owing a loss to the ring of £10, he might forfeit £1,000.

The forfeiture was thus penal, and was not made with reference to the amount of loss sustained by the shipowner. Legislation would, therefore, only be in accordance with the accepted principles of common law, because such forfeiture was a restraint on trade and contrary to public policy. He would make the system of deferred rebates illegal at common law, and it must then necessarily follow that it must be punishable.

Mr. J. S. Deane, Secretary of the British Iron Trade Association, said that the colonial imports of British iron and steel had not increased of late, as might have been expected, and it was a doubtful point whether that fact might not be in some measure due to import-imperialism.

The testimony furnished to the association was of a varied character. Some manufacturers strongly complained of the existing condition of things, while others did not seem greatly to disapprove of it, while some people were disposed to command shipping conferences and shipping rebates as necessary.

Generally, however, the belief was that certain matters called for remedy.</

## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to THE MANAGER.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until demanded.

## NEW ADVERTISEMENTS

THE WEST POINT BUILDING COMPANY, LIMITED.

A N INTERIM DIVIDEND of 1 DOLLAR TWO per Share for the six Months ending 30th June, 1907, will be payable on the 25th instant, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOK of the Company will be CLOSED from THURSDAY, the 18th instant to MONDAY, the 25th instant, both days inclusive.

By Order of the Board of Directors,

A. SHELTON HOOPER  
Secretary to the  
HONGKONG LAND INVESTMENT AND  
AGENCY CO., LTD.  
General Agents, for the  
WEST POINT BUILDING  
Co., LTD.  
Hongkong, 12th July, 1907. 1205

## PUBLIC AUCTION.

I THE Undersigned have received instructions to sell by Public Auction, for account of the concerned, on MONDAY, the 15th July, 1907, at 2.30 P.M. at No. 25, Wyndham Street,

THE WHOLE OF THE  
VALUABLE HOUSEHOLD  
FURNITURE

THEIR CONTAINED,—  
Comprising DOUBLE BRASS-  
MOUNTED BEDSTEADS with WIRE  
MATTRESSES, MARBLE-TOP  
BUREAUS with Bevelled Glass, DOUBLE  
TEAKWOOD WARDROBES with Bevelled  
Glass, MARBLE-TOP WASHSTANDS,  
SILK EMBROIDERED SCREENS,  
DINING TABLE and CHAIRS, TEAK-  
WOOD SIDEBOARD with Bevelled Glass,  
GLASS, CLO-  
KERY and E.P. WARE,  
OIL PAINTINGS, BRUSSEL'S CARPET,  
&c., &c., &c.

On view on SATURDAY the 13th July.  
Catalogues will be issued.

TERMS.—As usual.  
HUGHES & HOUGH,  
Auctioneers.  
Hongkong, 12th July, 1907. 1206

DOUGLAS STEAMSHIP COMPANY  
LIMITED.

For SWATOW, AMOY and FOOCHOW.

THE Company's Steamship

"HAINUN,"  
Captain A. J. Robson, will be despatched for the  
above Port on MONDAY, the 15th inst., at  
3 P.M.

For Freight or Passage, apply to  
DOUGLAS, LAPRAIK & CO.,  
General Managers.  
Hongkong, 11th July, 1907. 1207

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"DEHLI,"  
From BOMBAY, COLOMBO and  
STRATFORD.

Consignees of cargo by the above-named  
vessel are hereby informed that their goods are  
being landed and placed at their risk in the  
Hongkong and Kowloon Wharf and Godown  
Company's Godowns at Kowloon, where each  
consignment will be sorted out by Mark and  
delivery can be obtained as soon as the  
goods are landed.

This vessel brings on cargo:—  
From London, &c., ex.s.s. "Himalaya"  
From Persian Gulf ex. B. I. S. N. &  
B. & P. S. N. Co.'s Steamers.

Optical Goods will be landed here unless  
instructions are given to the contrary before  
6 hours.

Goods not cleared by the 17th July, at 4 P.M.,  
will be subject to rent.

No Fire Insurance will be effected by me in  
any case whatever.

Damaged packages must be left in the Go-  
down for examination by the Consignee's and  
the Company's representative at an appointed  
hour. All Claims must be presented within  
ten days of the steamer's arrival here, after  
which date they cannot be recognised. No  
Claims will be admitted after the Goods have  
left the Godowns.

E. A. HEWITT,  
Superintendent.  
Hongkong, 11th July, 1907. 1208

NAVIGAZIONE GENERALE  
ITALIANA

(Florio and Rubattino United Companies).

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE

THE Steamship

"TICHLIA,"  
having arrived from the above Ports, Con-  
signees of cargo by her are hereby informed that  
their goods are being landed at the dock, into  
the hazardous and/or extra hazardous Godowns  
of the Hongkong and Kowloon Wharf and  
Godown Co., LTD., whence delivery may be  
obtained. Perishable Goods to be taken  
delivery of immediately.

All Claims must be presented within ten  
days of the steamer's arrival here after which  
date they cannot be recognised.

No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remaining  
undischarged after the 18th inst., will be subject  
to rent.

All broken, chafed, and damaged goods are  
to be left in the Godowns, where they will be  
examined on the 18th inst., at 9.30 A.M.

No Fire Insurance has been effected.

CARLOWITZ & CO.,  
Agents.  
Hongkong, 10th July, 1907. 1209

ON SALE.

BOUNDED VOLUMES of the HONGKONG  
WEEKLY PRESS, July to December  
1906. With INDEX. Price 75.

On sale at the "HONGKONG DAILY PRESS"  
Office. Hongkong, 27th February 1907. 1145

## ENTERTAINMENT



THEATRE ROYAL,  
CITY HALL.  
FIRST APPEARANCE THIS YEAR  
OF THE

NEW BANDMANN  
OPERA CO.

55 LONDON ARTISTS 55

Under the Direction of  
MAURICE E. BANDMANN.

For the First Time in Hongkong—

TO-NIGHT: FRIDAY, July 12,  
"THE BEAUTY OF BATH."

NEW PLAYS, NEW SCENERY; NEW SONGS;  
NEW COMPANY; NEW EVERYTHING.

The Company this year is Travelling with  
its own Orchestra.

PRICES OF ADMISSION: \$3, \$2 and \$1.

Plan now open at S. MOUTRIE & CO., LTD.

Commence at 9 P.M. sharp.

Hongkong, 2nd July, 1907. 1161

## AUCTION

PUBLIC AUCTION.

THE Undersigned have received instructions  
from Mr. J. MILLER, to sell by  
Public Auction.

For account of Mr. J. R. CAPELL,  
TO-MORROW (SATURDAY),  
the 13th July, 1907, at 2.30 P.M., at No. 1,  
Bay View, Kowloon,

THE WHOLE OF THE  
VALUABLE HOUSEHOLD  
FURNITURE

THEIR CONTAINED,—

Comprising DOUBLE BRASS and  
IRON BEDSTEADS with WIRE MAT-  
TRESSES, TEAK WOOD WARDROBES  
with Bevelled Glass, MARBLE-TOP  
WASHSTANDS, OVERMANTELS,  
DRESSING TABLES with Bevelled Glass,  
TEAKWOOD EXTENSION DINING  
TABLE & CHAIRS, GLASS, CROCKERY  
and E.P. WARE, TEAKWOOD SIDE-  
BOARD with Bevelled Glass, DINNER  
WAGGONS, a Quantity of BLACKWOOD  
WARE, PICTURES, &c., &c., &c.

Catalogues will be issued.

TERMS.—As usual.

HUGHES & HOUGH,  
Auctioneers.

Hongkong, 12th July, 1907. 1206

DOUGLAS STEAMSHIP COMPANY  
LIMITED.

For SWATOW, AMOY and FOOCHOW.

THE Company's Steamship

"HAINUN,"  
Captain A. J. Robson, will be despatched for the  
above Port on MONDAY, the 15th inst., at  
3 P.M.

For Freight or Passage, apply to  
DOUGLAS, LAPRAIK & CO.,  
General Managers.

Hongkong, 11th July, 1907. 1207

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From BOMBAY, COLOMBO and  
STRATFORD.

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From Persian Gulf ex. B. I. S. N. &  
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No Fire Insurance will be effected by me in  
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Damaged packages must be left in the Go-  
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E. A. HEWITT,  
Superintendent.  
Hongkong, 11th July, 1907. 1208

NAVIGAZIONE GENERALE  
ITALIANA

(Florio and Rubattino United Companies).

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No Fire Insurance has been effected.

CARLOWITZ & CO.,  
Agents.

Hongkong, 10th July, 1907. 1209

ON SALE.

## TO LET

TO LET.

POSSESSION FROM 1ST APRIL.

2 Semi-attached HOUSES, Nos. 13a and  
13c, MACDONNELL ROAD. Each  
with 7 Rooms, Bath-Rooms, Kitchen, Servants  
Quarters and Grass Tennis Court.

Apply to— CHUNG CHINAM,  
Yan On Marine & Fire Insurance Co., Ltd.  
Hongkong, 1st March, 1907. 1182

TO LET.

N. 2, MACDONNELL ROAD.

Apply to— COMPRADORE'S DEPARTMENT,  
Nippon Yusen Kaisha.

Hongkong, 3rd June, 1907. 1197

TO LET.

OFFICES in ALEXANDRA BUILDINGS.

Apply to— SECRETARY,  
A. S. Watson & Co., Limited.

Hongkong, 23rd April, 1907. 1209

TO LET.

N. 1, WEST END TERRACE, Shamoon,  
Canton.

Apply to— HONGKONG LAND INVESTMENT  
& AGENCY CO., LTD.

Hongkong, 1st July, 1907. 1191

TO LET.

"BERIL" No. 1, GARDEN ROAD,  
Kowloon. Containing 8 Rooms  
and Garden. Possession 1st June, 1907.

Apply to— H. M. H. NEYAZEE,  
Hongkong, 29th May, 1907. 1192

TO LET.

N. 3 & 5, CARNAVON VILLAS,  
Kowloon.

Apply to— HEWAN & Co.,  
No. 15, Connaught Road, West.

Hongkong, 1st May, 1907. 1204

TO LET.

ONE OFFICE-ROOM on Second Floor  
PRINCE'S BUILDINGS.

Apply to— REUTER, BROECKELMANN & CO.

Hongkong, 23rd April, 1907. 1193

TO LET.

ONE FOUR ROOMED HOUSE at Praya  
East, near East Point.

Apply to— JARDINE MATHESON & CO., LTD.

Hongkong, 24th June, 1907. 1101

TO BE LET OR SOLD.

WITH POSSESSION FROM 1ST JUNE  
IN WANCHAI ROAD.

GODOWN, built of brick, with tiled roof,  
just thoroughly repaired, about 400

INTIMATIONS  
S. MOUTRIE  
& CO., LTD.

PIANOFORTE AND  
MUSIC WAREHOUSE.

SOLE AGENTS

FOR

RACHEL, PLEYEL, ROSENKRANZ,  
KEMMLER, HOOFE & HOOFE,  
HOPKINSON, KOCH & KOR-  
SELT.

PRICES FROM \$90.

The Latest GRAMOPHONES & RECORDS  
always in stock.

SOLE AGENTS for the  
GRAMOPHONE AND TYPEWRITER  
Co., Ltd.

S. MOUTRIE & CO., LTD.,  
York Building, Chater Road,  
Hongkong, 13th April, 1907.

GOVERNOR'S ANNUAL REPORT.

We received yesterday No. 521 of the Colonial Annual Reports, being Sir Matthew Nathan's despatch to the Secretary of State, dated April 5th, 1907, and presented to Parliament in June. Following are extracts:

SHIPPING.

For ocean vessels under the British flag, this table (comparing 1905 and 1906) shows a decrease of 298 ships of 192,531 tons, mainly due to the disappearance of vessels which had been attracted to these waters on account of the temporary withdrawal of Japan as a port during the Russo-Japanese War.

In British river steamers there is a decrease of 1,024 ships of 711,521 tons shown, which is due to the serious disasters that afflict those vessels during the typhoon on the 18th September, and to the gutting by fire of the steamer "Hawke" in the following month. Pending the necessary repairs of the crippled vessels, casting steamers of small size were utilized in some instances by the different companies.

For foreign ocean vessels, an increase of 442 ships of 1,272,710 tons is shown, due almost wholly to Japanese vessels resuming their accustomed routes. 594 Japanese ships of 1,275,610 tons entered and cleared in 1906, compared with 558 ships of 1,291,416 tons in 1905, an increase of 336 ships of 1,295,491 tons. Further, Korean steamers for the first time since 1901 entered the port, and assisted in the increase by 30 ships of 61,596 tons. Vessels under the Norwegian flag show a decrease of 135 ships of 186,003 tons.

For foreign river steamers, an increase of 99 ships, representing 8,829 tons, is shown, and can be ascribed to more trips being made by vessels under the French and Portuguese flags, supplemented by vessels under the German and Japanese flags which did not compete in this trade before.

The actual number of ships of European construction (exclusive of river steamers and steam launches) entering during the year was 370, being 117 British and 453 foreign. These 370 ships entered 4,12 times and gave a total tonnage of 7,151,328 tons. Compared with 1905, 19 less ships entered 86 more times, and gave an aggregate tonnage increase of 404,228 tons.

There were 314,556 arrivals of 16,394,508 tons, and 215,170 departures of 16,352,769 tons.

Of British ocean-going vessels, 3,505,879 tons entered, and 3,538,592 tons cleared.

Of foreign ocean-going vessels, 3,565,449 tons entered, and 3,529,046 tons cleared.

Of British river steamers, 2,424,061 tons entered, and 2,417,549 tons cleared.

Of foreign river steamers, 331,831 tons entered, and 330,86 tons cleared.

Of steamships under 60 tons trading to ports outside the waters of the Colony, 2,144 tons entered, and 20,144 tons cleared. These figures do not include private steam launches.

Of junks in foreign trade, 3,007,972 tons entered, and 3,131,432 tons cleared.

Of steamships under 60 tons plying within the waters of the Colony, 4,125,768 tons entered, and 4,125,768 tons cleared. These figures are incomplete, as the "Star" Ferry Company's craft are not included, the Company stating that no record is kept of the number of trips made, or passengers carried, by their vessels.

Of junks in local trade, 1,019,507 tons entered and 1,023,142 tons cleared.

Of the total tonnage that entered and cleared:—

British ocean-going vessels represented 21.9

Foreign ocean-going vessels represented 21.6

British river steamers represented ... 1.67

Foreign river steamers represented ... 2.23

Steamships under 60 tons, foreign trade  
represented ... 0.61

Junks in foreign trade represented ... 0.8

Steamships under 60 tons, local trade  
represented ... 25.2

Junks in local trade represented ... 6.2

1000

TRADE.

In imports there is an increase reported of 159,426 tons.

In exports there is a decrease reported of 232,864 tons.

In transit cargo there is a decrease reported of 537,056 tons.

In bunker coal there is an increase of 2,139 tons.

The total reported import trade of the port for 1906 amounted to 22,498 vessels of 11,239,233 tons, carrying 7,727,75 tons of cargo, of which 4,493,715 tons carrying 7,372,075 tons of cargo, of which 4,493,715 tons were discharged at Hongkong. This does not include the number, tonnage, or cargo of vessels in local trade.

Similarly, the export trade from the port was represented by 2,112 vessels of 11,201,844 tons, carrying 2,778,441 tons cargo, and shipping 690,683 tons of bunker coal.

Sixty-six thousand seven hundred and twenty-four (76,725) emigrants left Hongkong for various places during the year. Of these 16,830 were carried by British ships, and 12,895 by foreign ships. 134,62 were reported as having been brought to Hongkong from places to which they had emigrated, and of these, 105,730 were brought in British ships, and 25,566 by foreign ships.

INDUSTRIES.

During 1906 the decline in the selling prices of sugar continued as the local refineries had to

face keen competition in all markets. The amount of sugar refined was also much less than in 1905.

The demand for yarn was most unsatisfactory during the greater part of 1906, and the local cotton mill worked on an average only four days a week during the whole year, with very disappointing results.

There was a strong demand throughout the year for cement, and the local factory was kept employed. Two more rotary kilns are now being added at the "Green Island" Company's works at Pak Uu, which will bring the output up to over 400 tons a day.

The profits of the rope factory at Kennedy Town were slightly higher than in 1905, but the business was restricted both by the high price of raw material at Manila and the rise in exchange.

The engineering and shipbuilding trade remained normal during the first half of 1906, but the disastrous typhoon of the 18th September, which wrought great havoc among the shipping in harbour at the time, kept the dockyards working at full pressure for the remainder of the year.

Four hundred and forty-nine (449) vessels of 1,063,531 tons, and 70 launches, lighters, &c., were docked and repaired, compared with 413 vessels of 1,275,174 tons and 43 lighters, launches, &c., in 1905. Of the vessels damaged, sunk, or stranded in the typhoon, all, with three exceptions, were repaired locally. Of the three exceptions, one was sold to Japanese owners in damaged condition, one had been salvaged and is awaiting contracts for repair, while the third still remains stranded, all endeavours to get the vessel off having, so far, failed.

Forty-two steam launches and other vessels, with an aggregate tonnage of 7,631 were built during the year.

A new and important industry, the Hongkong Milling Company, situated at Junk Bay, in the New Territories, was inaugurated at the end of the year, the premises including reclamation, erection of buildings and installation of machinery, having been completed in a period of less than twenty months. The mill, which is of the very latest design and is under European management, is capable of turning out 8,000 bags of flour a day. The demand for the flour is far in excess of this amount, and it is contemplated to double the capacity of the mill during 1907.

GENERAL REMARKS.

After the inevitable reference to the typhoon of September, and to the burning of the s.s. "Kangkow," and to piracy, all which "tended to make the year a bad one for trade"—Sir Matthew Nathan continues:—

Bad as were the effects on trade of the insecurity of the waterways, far greater evils resulted from the direct action of the Canton authorities in issuing from the provincial mint vast quantities of subsidiary coins containing about 10 per cent. less silver than the dollar of which they purported to represent fractional portions of silver. This over issue, bringing down the value of stocks of similar coins already in the country by about 5 per cent. greatly reduced the purchasing power of the Kwangtung consumer of foreign goods. It incidentally brought down the dollar value of the Hongkong subsidiary coins, to the inconvenience of various trading concerns in the Colony and of its Government who were unable to get rid of a large stock of this coin purchased in the preceding year and had eventually to return \$3,398,000 of it to England for safe as bullion.

The Hongkong Government decided as a result of this lesson to eliminate from their future financial policy the idea of making profit from the supply of subsidiary coins to the two Kwangtung Provinces and then took steps, which since the end of the year have had some result, to impress on the Government of those provinces the imperative necessity for checking the output from the Canton mint.

Other matters outside the Colony adversely affecting its prosperity were the failure, due to floods, of the first rice crop in the neighbouring provinces of China and the continued appreciation of silver.

In the China trade of Hongkong and, as regards imports very heavy losses had to be

paid at the end of the year, owing to the large stocks of Indian yarn which were held at prices above their true value. Neither in Manchester, fancy, or wool goods was business satisfactory, and in metals was dull. Importers of Australian flour continued to increase largely. Exports did not do so badly. There was a good yield of silk and fair demand for it, and native dealers were satisfied with the results of the year as regards ginger and soy.

The rise on the sterling value of the dollar, which has been going on since early in 1903, continued in 1906, the range of variation in the year being slightly greater than in 1905. At the commencement of January the dollar stood at 2s. 0d. 16d. It fell to 2s. 0d. 16d. for a short time at the end of that month and again at the end of February rose irregularly to 2s. 3d. 16d. in the middle of November, and was worth 2s. 3d. 16d. at the end of the year.

The maximum of the year was the highest value that had been attained since the end of 1893. The rise is said to have involved some withdrawal of capital from the Colony for investment in gold-producing countries and consequent depreciation in the value of local stocks.

Certainty those stocks dealt with in the Colony give the best indication of the state of its business decreased considerably in value during the year. The shares of four land

companies went down on an average over 10 per cent., while those of the Hongkong and Whampoa Dock Company, limited, in spite of business brought by the typhoon, fell nearly 12 per cent., and of the Hongkong and Kowloon Wharf and Godown Company 13 per cent. The shares in nearly every industrial undertaking, including the two sugar refineries, the Cement Company and the rope Manufacturing Company, shrank in value.

The depreciation in the value of land and buildings evidenced by the fall in the shares of the land companies was aggravated by some to the manner in which the provisions of the Public Health and Buildings Ordinance of 1903 were being enforced by the officials of the Sanitary and Public Works Departments. Complaints to the Sanitary Board that the Ordinance was not being properly or reasonably administered were so numerous in the early part of the year that it appeared to the Government advisable to institute an enquiry into them.

In the early part of the year also, numerous petitions were presented by elders in the New Territories through the Registrar-General on the subject of Crown Rent for agricultural lands and buildings. These resulted in the Government, after full consideration, declining to reduce but promising not to increase for the 75 years term of lease the rent in question and in making several minor concessions. This result appears to have given satisfaction, and the former difficulties in collecting rent have nearly disappeared.

Mining operations there remained in the prospecting stage, but the discovery of iron ore, which competent engineers report to be present in large quantities, led the promoters to apply for the mining lease of a square mile of territory in the Sha Tin District. This was granted by the Government to Sir Paul Chater, K.C.M.G., on the 21st January, 1907. Analysis shows that the ore is composed of magnetite iron ranging from 53 per cent. to 60 per cent. metal, entirely free from phosphorus or sulphur, and, therefore, the very best ore for the manufacture of steel. Japanese buyers are in treaty for the purchase of the ore, but the Company, recently formed by Sir Paul Chater, desire, if possible, to establish smelting works in the colony, and are now negotiating with English iron-masters on the subject.

Railway matters continued to be of special interest, and made some progress in 1906.

The attempts of His Britannia Majesty's Consul at Canton and Minister at Peking and of the Hongkong Government to get the Chinese authorities to open negotiations for the conclusion of a Final Loan Agreement for the Chinese section of the Canton-Kowloon Railway and of an agreement for the joint working of that with the British section, resulted in four meetings being held at Canton in March and April, between representatives of the Viceroy there and of the British and Chinese Corporation, in the Viceroy recognizing the Preliminary Agreement made by the Corporation with the Chinese Government on the 28th March, 1899, and in his preceding arrangement which, though they differed materially from those of the preliminary loan agreement and included none for joint working, were accepted as the basis for the further negotiations. These, after many delays, were carried on at Peking between Tang Shou-ye and Mr. Bland, two representatives of the Canton Viceroy, and Mr. J. O. P. Bland representing the Corporation. The meetings were held between the 23rd August and the 7th November, and on the 10th of the latter month a Final Loan Agreement was signed by Tang Shou-ye and Mr. Bland. It provides for the Corporation issuing a 5 per cent. loan of \$1,500,000 for the construction and payment of the Chinese section of the railway. A first mortgage on the railway is to be the security of the loan, the duration of which is to be 30 years. The construction is to be under the direction of a Chinese Managing Director, with whom are to be associated British Engineer-in-Chief and a British Chief Accountant. The agreement provides that a further one for the joint working of the British and Chinese sections of the railway should be arranged between the Viceroy of Canton and the Governor of Hongkong. Negotiations for this further agreement were not started before the end of the year.

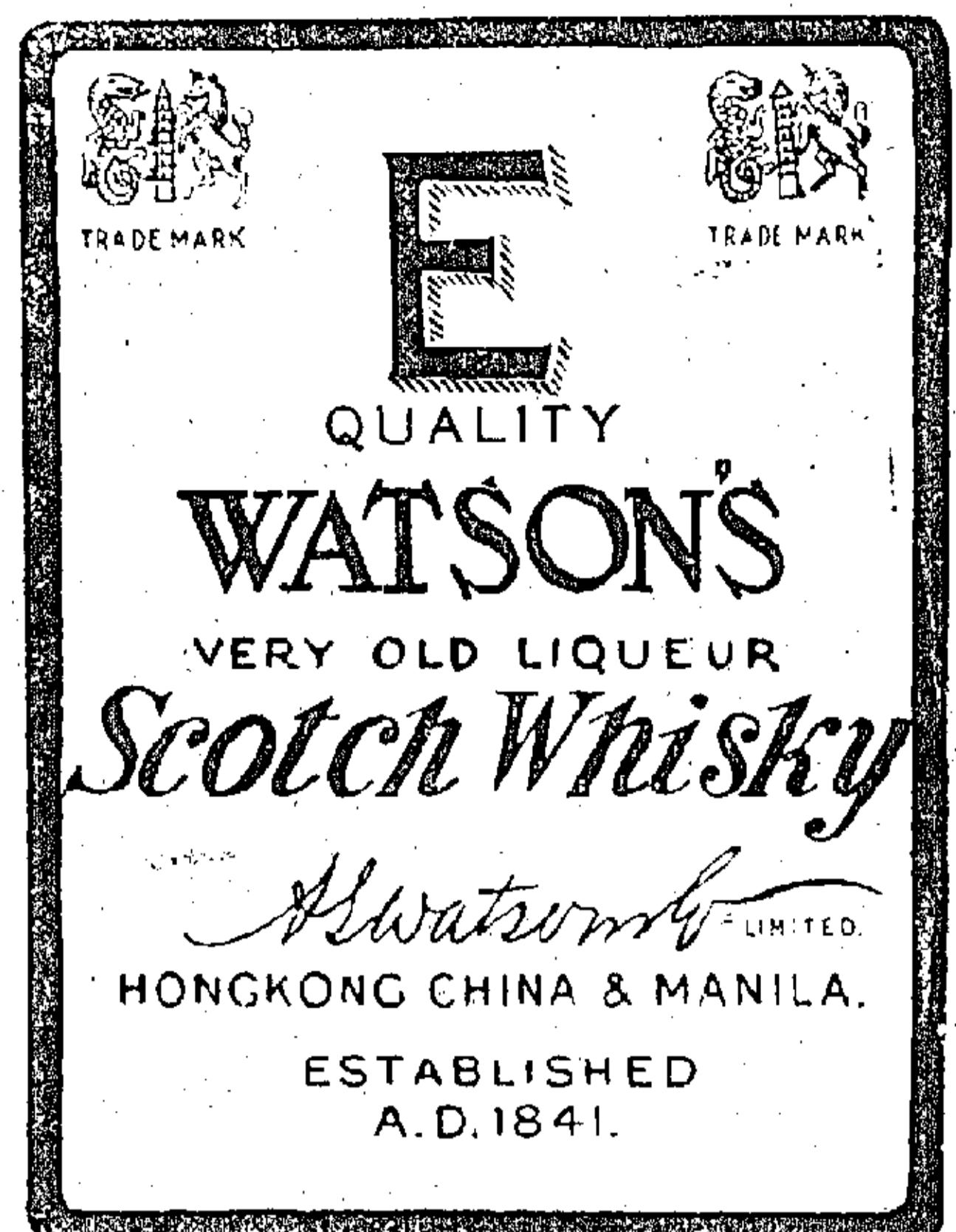
The Final Loan Agreement for the Canton-Kowloon Railway also lays it down that "it is understood that the Chinese Government will not build another line competing with this railway to its detriment at." In this connection it may be mentioned that a proposal of the Chinese authorities to build a line towards Amoy, which for some 40 miles must have followed approximately the same course as the Canton-Kowloon Railway, called forth considerable opposition from Hongkong, where it was held that the construction of such a line would contravene to the preliminary agreement of March, 1898.

Whilst the survey work on the British section of the Canton-Kowloon Railway was being completed in the early part of the year, construction was proceeding on the line between Tai Po and Lo Fu Ferry under the Public Works Department; and by the end of April about 21 miles of the line had been formed, not including, however, any bridge or heavy earthwork. On the 23rd March Mr. W. G. Eves, who had been appointed by the Consulting Engineers—Sir John Wolfe Barry and Company—to be Chief Resident Engineer, arrived in the Colony, and took charge of the work, being assisted by an engineering staff of one executive and four assistant engineers, who arrived subsequently. During the summer, sickness among staff and workmen, and some difficulties with the labour, delayed the progress of the work, which consisted at first in preparing for the placing of the tunnel through the Kowloon Hills. By the end of the year quarters for staff and labourers, and workshops were completed on the south bank, while still under construction on the north side of the tunnel. A store yard, with arrangements for landing plant and material, had been formed at Tai Po Tui and connected by about 3,000 yards of temporary metre-gauge railway with the south face, whilst a service road, some 1.50 yards long, formed, with part of the existing Public Works Department Road, a communication to the north face from a temporary landing place at Lo Fu Ha in Tolo Creek. As regards permanent work, by the end of the year a heading had been started from the open at either end of the tunnel, but in neither case had advanced more than a few feet inside what will be the tunnel face. A shaft 90 feet deep had been sunk 300 feet inside this face at the south end, and headings commenced in both directions from it. Another shaft to be 200 feet deep, 5,100 feet from the first, and 1,350 feet inside the north face, had been decided on but not yet started. At the end of the year work was also proceeding on four bridges south of the tunnel and on two north of it in the Shatin Valley. A considerable portion of the earthwork for about a mile on either side of the tunnel and about half of that between Tai Po and the Lo Fu Ferry had been completed. The reclamation for the station site in Hung Hom Bay had been put in hand. The total expenditure that had actually been incurred by the 31st December was \$599,546.

NEW LABEL

FOR

WATSON'S "E" WHISKY



NOTE:—THE BORDER AND TRADE MARKS ON THE LABEL ARE IN GOLD; THE LETTER "E" LITHOGRAPHED IN BLACK, IS ALSO SHAPED IN GOLD; WHILE THE THREE CENTRAL LINES "WATSON'S VERY OLD LIQUEUR SCOTCH WHISKY" ARE LITHOGRAPHED IN RED; THE OTHER PORTIONS OF THE LABEL ARE IN BLACK. THE CAPSULE ALSO BEARS FACSIMILE SIGNATURE.

SECOND HAND TYPEWRITERS.

SELECTION OF VARIOUS MARKS

AT PRICES RANGING FROM \$50 UPWARDS.

PURCHASERS WILL HAVE THE OPTION OF

CHANGING FOR OLIVER'S WITHIN NINE MONTHS

When full amount paid for Second Hand Machines will be deducted from Price of New Machine.

OLIVER TYPEWRITER CO., LTD.

1. PRINCE'S BUILDING.

Hongkong, 10th July, 1906.

1055

1000

1000

1000

1000

## SHIPPING.

## ARRIVALS.

CHINA, British str., 8,000, E. Street, 13th July—Shanghai 8th July, Mails and General—P. & O. S. N. Co.  
CHIYUEN, Chinese str., 1,177, C. Stewart, 11th July—Shanghai 7th July, General—Chinese.  
CHUNSHAN, British str., 11th July—Canton.  
DELHI, British str., 4,783, J. D. Andrews, E.N.G., 11th July—Bomby 25th June, Mails and General—P. & O. S. N. Co.  
KWONGSANG, British str., 11th July—Canton.  
MACHEW, German str., 996, Rud. G. Zollner, 10th July—Bangkok 4th July, Rice and Wood—Büttendorf & Söhne.  
NANCHANG, British str., 14,40, J. MacKinnon, 11th July—Chefoo and Nanchang 5th July, General—Butterfield & Swire.  
RAJAH, German str., 2,028, R. Peterse, 11th July—Bangkok 4th July, Rice—Butterfield and Swire.  
TAISANG, British str., 1,544, D. Christie, 11th July—Chefoo 5th July, General—Jardine, Matheson & Co.  
TAISHUN, Chinese str., 11th July—Canton.

## CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.  
11th July.  
C. Diederichsen, German str., for Haiphong.  
Hong Bee, British str., for Amoy.  
Tiwang, British str., for Canton.

## DEPARTURES.

11th July.  
CHANGHIA, British str., for Manila.  
CHINCHU, British str., for Yokohama.  
CHIYUEN, Chinese str., for Canton.  
DELHI, British str., for Shanghai.  
HAIMUN, British str., for Sutro.  
HANOU, French str., for Haiphong.  
HEIM, Norwegian str., for Bangkok.  
J. Diederichsen, German str., for Hoichow.  
MATILDE, German str., for Haiphong.  
MOYUN, British str., for Shanghai.  
PAKAT, German str., for Bangkok.  
TOCHOW, British str., for Canton.

SHIPPING REPORTS.  
The Brit. str. *Taranto* reports: Fine weather.  
The Chinese str. *Chi-yen* reports: Fine weather throughout.  
The German str. *Ma-hen* reports: During the whole voyage we had fine weather.  
The German str. *Rajah* reports: Light Sow-herry winds with fine weather.

## VESSELS IN DOCK.

July 11th.

ABERDEEN DOCKS.—  
KOWLOON DOCKS—*Gleaves, James H.M.S., Empress of India, Samson, Koecheberg.*  
COSMOPOLITAN DOCKS.—

VESSELS PASSED ANJER.  
June 21, A. H. str. *Borneo*, Londo, from B.  
June 22, Dutch str. *Pyrrhus*, Barron, May 3, from Amsterdam, for Batavia.  
German str. *Hessen*, Noth, May 1, from Bremen, for Batavia.

June 23, British str. *Alexander*, Cunningham, Feb. 12, from New York for Wranap.  
June 25, British str. *Islander*, Wright, June 23, from Singapore, for Christmas Island.  
No. 26, British str. *Ulysses*, Andersen, June 13, from Grissel, for Delagoa Bay.  
June 26, Dutch str. *Ophe*, Sharp, June 26, from Batavia, for Rotterdam.  
June 27, Swedish str. *Albertos*, Olsson, May 11, from Algoa Bay, for Anjer f.c.

VESSELS ON THE BERTH  
COMPAGNIE DES MESSAGERIES MARITIMES.  
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, CALCUTTA, BOM BAY, ADEN, DJIBOUTI, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS

THE Steamship  
"ERNEST SIMONS"  
Captain Girard, will be despatched for  
MARSEILLES, on TUESDAY, the 23rd July, at 1 P.M.

This Steamer connects at Colombo with the  
Australian line s.s. "Dumbarton," bound for  
Marselles via BOMBAY and Aden.

Passenger tickets and through Bills of Lading  
issued for above ports.

Cargo also booked for principal places in  
Europe.

Next sailings will be as follows:  
S.S. "TONKIN" ..... 6th Aug.  
S.S. "SALAZAR" ..... 20th Aug.  
S.S. "POLYNESIEN" ..... 3rd Sept.  
S.S. "TOURANE" ..... 17th Sept.  
S.S. "AUSTRALIEN" ..... 1st Oct.  
S.S. "NERA" ..... 15th Oct.  
G. DE CHAMPEAUX, Agent.

Hongkong, 11th July, 1907. 2

DAMPFSCHIFFS-KHEDEREI-UNION  
ACTIEN-GESELLSCHAFT.

FOR NEW YORK.  
(With Liberty to call at the Malabar Coast).

THE Steamship  
"VERONA"  
Captain Dobronz, will be despatched for the  
above Port on or about MONDAY, the 29th July, 1907.

For Freight, apply to  
CARLOWITZ & CO.,  
Agents.  
Hongkong, 9th July, 1907. 1198

Cunliffe, The Pioneer Experts  
in Navigation Services.  
Russell & Co.

10 & 12, Place de la Bourse.  
SECURITIES issued by PARIS  
European Gov'ts and  
Municipalities offering  
prospects of immensurables.  
WRITE FOR  
INFORMATION AND  
SAMPLES.

To be purchased for cash or on the  
"Times" system of monthly payments.

14, JEFF, RUSSELL & CO., being the oldest established  
firm of dealers in Premium Bonds in the  
world, offer advantages absolutely un-  
equalled elsewhere. Bonds guaranteed.  
Exceptional facilities for payment. Numbers  
checked after every Drawing of Premium Bonds.  
Holders of drawn Bonds ad-  
mitted to all Prizes collected free of charge.  
Premium Bonds Service continued  
and drawn. All transactions confidential.

1013

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway betw. Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

## SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & BIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c. VIA USUAL PORTS OF CALL...	CHINA	Brit. str.	—	E. Street	P. & O. S. N. Co.	To-morrow, at Noon
MARSEILLES, HARVE, & HAMBURG	C. FERD. LAEISZ	Brit. str.	—	D. C. Gregor, E.N.R.	HAMBURG-AMERIKA LINIE	On 16th inst.
MARSEILLES, LONDON & ANTWERP...	ERNEST SIMON	Frenstr.	—	Girard	P. & O. S. N. Co.	About 17th inst.
MARSEILLES, &c. VIA PORTS OF CALL...	CATHAY	Dan str.	—	MESSAGERIES MARITIMES	On 23rd inst., at 1 P.M.	
MARSEILLES, HARVE, COPENHAGEN, &c.	SOTRUDNIK	Dan str.	—	MELCHERS & CO.	Peg. of Aug.	
MARSEILLES, HARVE & COPENHAGEN...	SPESZIA	Brit. str.	k. w.	MELCHERS & CO.	Middle of Sept.	
HAVRE & HAMBURG VIA STRAITS, &c.	SAXONIA	Brit. str.	k. w.	HAMBURG-AMERIKA LINIE	On 23rd inst.	
HAVRE & HAMBURG VIA STREITS, &c.	SILESIA	Brit. str.	k. w.	HAMBURG-AMERIKA LINIE	On 20th August.	
HAMBURG	SCANDIA	Brit. str.	k. w.	HAMBURG-AMERIKA LINIE	To-day.	
HAMBURG	HAMBURG	Brit. str.	k. w.	HAMBURG-AMERIKA LINIE	On 7th August.	
HAMBURG	PREUSSEN	Brit. str.	k. w.	HAMBURG-AMERIKA LINIE	On 4th Sept.	
NIPPON	ANNA	Brit. str.	—	MELCHERS & CO.	On 17th inst., at Noon.	
ANDALIA	VERA	Brit. str.	—	SANDER, WIEDER & CO.	On 21st inst., P.M.	
ALFRE LOUR	AMERIQUE	Am. str.	1 m.	CARLOWITZ & CO.	On 29th inst.	
VERONIA	ATENIEN	Brit. str.	2 m.	CANADIAN PACIFIC R. CO.	On 17th inst., at Noon.	
ATHENIEN	EMPEROR OF INDIA	Brit. str.	—	CANADIAN PACIFIC R. CO.	On 1st Aug., at 4 P.M.	
SHAWMUT	CALLAO, IQUIQUE, VIA JAPAN FORTS, &c.	Am. str.	—	DODWELL & CO., LTD.	About 7th Aug.	
KATHERINE PARK...	MANILA	Brit. str.	—	TOYO KISEN KAISHA	TOYO KISEN KAISHA	
AUSTRALIAN PORTS VIA MANILA	EMPIRE	Brit. str.	—	MELCHERS & CO.	Superintendent.	
AUSTRALIAN PORTS VIA TIMOR	CHINGTU	Brit. str.	—	GIBB, LIVINGSTON & CO.	Hongkong, 1st July, 1907.	
AUSTRALIAN PORTS VIA MANILA	PEKING WALDEMAR	Brit. str.	—	BUTTERFIELD & SWINE	NAVIGAZIONE GENERALE ITALIANA	
YOKOHAMA AND KOBE	TSIENODAS	Dan str.	—	MELCHERS & CO.	(Florio and Rubattino United Companies)	
JAPAN	ZWART	Am. str.	—	JAYA-CHINA-JAPAN LINIE	STEAM FOR BOMBAY, VIA SINGA- PORE AND PENANG.	
TIENTSIEN VIA SWATOW & CHI FOO	S. J. PAYNE	Am. str.	—	JARDINE, MATHERSON & CO. LTD.	Having connection with Company's Mai-	
TSINGTAO, CHEFOO & NEWCHIANG	J. WARRACK	Am. str.	—	BUTTERFIELD & SWINE	Steamer to ADEN, SUEZ, PORT SAID, MESINA, NAPLES, LIGURIA and GENOA, also VENICE and TRIESTE, all MEDITER- RANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN Ports up to CALLAO.	
CHI FOO & NEWCHIANG	W. P. DAKER	Am. str.	—	JARDINE, MATHERSON & CO. LTD.	(Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMIRIA and MALAGA.)	
SHANGHAI VIA SWATOW	J. H. BROWN	Am. str.	—	BUTTERFIELD & SWINE	THE Steamship	
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	A. J. ROLSON	Am. str.	—	MELCHERS & CO.	"ISCHIA".	
SHANGHAI VIA SWATOW, AMOY & FOOCHOW	H. A. WAVELL	Am. str.	—	DODWELL & CO., LTD.	Captain Dini, will be despatched, as above	
SHANGHAI, KOBE & YOKOHAMA	H. S. SMITH	Am. str.	—	SHAWAN, TOME & CO.	on MONDAY, the 15th inst., at Noon.	
SHANGHAI, MOJI, KOBE & YOKOHAMA	R. ALMOND	Am. str.	—	TOYO KISEN KAISHA	At Bombay the Steamer is discharging in Victoria Dock.	
SHANGHAI, YOKOHAMA & KOBE	T. MAYRICK	Am. str.	—	MELCHERS & CO.	For further particulars regarding Freight and Passage, apply to	
SWATOW, AMOY & FOOCHOW	A. FRASER	Am. str.	—	JARDINE, MATHERSON & CO. LTD.	CARLOWITZ & CO., Agents.	
SWATOW, SHANGHAI	F. FRIDAYSON	Am. str.	—	SHAWAN, TOME & CO.	Hongkong, 11th July, 1907.	
TAMSUI VIA SWATOW & AMOY	IMBROEN	Am. str.	—	TOYO KISEN KAISHA	SOUTH AMERICAN LINE.	
MANILA	F. SEMBILL	Am. str.	—	MELCHERS & CO.	Regular Steamship Service between Hongkong CALLAO AND IQUIQUE, VIA JAPAN PORTS.	
MANILA	R. HUGHTON	Am. str.	—	JARDINE, MATHERSON & CO. LTD.	With option to Call at Mexican and other Coast Ports.	
CEBU & ILIOILO	J. M. DAY	Am. str.	—	CARLOWITZ & CO.	Steamers	
HAIPHONG	DINI	Am. str.	—	HONGKONG-MANILA AND SINGAPORE	Tons About	
KUDAT & SANDAKAN		Am. str.	—	KATHERINE PARK	4,900 End of Sept.	
SANDAKAN		Am. str.	—	KAFATO MARU	6,100 End of Sept.	
SINGAPORE		Am. str.	—	Taking Freight and Passengers to other Eastern and Western Coast Ports of South America in connection with Steamers of the Pacific S. N. Co.	Taking Freight and Passengers to the BRAZILS PERSIAN GULF, RED SEA, BLACK SEA LEVANT, VENICE and ADRIATIC PORTS.	
HONGKONG VIA SINGAPORE & PENANG		Am. str.	—	K. MATSUDA, Manager, York Building.	K. MATSUDA, Manager, York Building.	
		Am. str.	—	Hongkong, 1st July, 1907.	Hongkong, 1st July, 1907.	

## INDO-CHINA STEAM NAVIGATION CO. LIMITED.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).  
FOR STEAMERS TO SAIL.

SHANGHAI VIA SWATOW ..... "KWONGSANG" Friday, 12th July, 4 P.M.

TIENTSIEN VIA SWATOW & CHEFOO ..... "CHONGSHING" Friday, 12th July, 4 P.M.

SANDAKAN ..... "MAUSANG" Friday, 12th July, 4 P.M.

MANILA ..... "YUENSANG" Friday, 12th July, 4 P.M.

SINGAPORE ..... "HOPSANG" Saturday, 13th July, 3 P.M.

SHANGHAI ..... "WAISHING" Monday, 15th July, 4 P.M.

REDUCED FARES TO STRAITS AND CALCUTTA.

Hongkong to Singapore 1st Class, Single \$ 65. Return \$100

Penang " 85. " 100.

Calcutta " 165. " 259.

These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchow and Yangtze Ports.

For Freight or Passage, apply to JARDINE, MATHERSON & CO., LTD., GENERAL MANAGERS.

Hongkong, 12th July, 1907.

## HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchow and Yangtze Ports.

For Freight or Passage apply to JARDINE, MATHERSON & CO., LTD., GENERAL MANAGERS.

Hongkong, 12th July, 1907.



